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Congress of the United States
House of Representatives
Washington, DC 20515

COMMITTEE ON RULES
APPROPRIATIONS
TRANSPORTATION, AND HOUSING AND
URBAN DEVELOPMENT, AND RELATED AGENCIES
STATE, FOREIGN OPERATIONS, AND
RELATED PROGRAMS
FINANCIAL SERVICES AND
GENERAL GOVERNMENT
REGIONAL WHIP

October 27, 2021

The Honorable Steve Dickson
Administrator
Federal Aviation Administration
800 Independence Avenue, SW
Washington, D.C 20591

Dear Administrator Dickson:

We write to oppose the proposal for commercial aircraft flights into Los Angeles Airport (LAX) submitted by the Metroplex Ad Hoc Committee on behalf of the LAX Community Noise Roundtable, also known as the Option B proposal. Your decision will impact thousands of our constituents, many of whom are vulnerable, low-income families.

As you know, millions of Americans are subject to aircraft noise, and it is a constant source of consternation whether they live near an airport or under a regular flight path. The proposal submitted by the Roundtable, also known as Option B, would reroute flight paths from LAX farther to the east and merge traffic into existing eastern origin traffic bound for final approach at LAX. Under Option B, approximately 36 percent of flights into LAX would be rerouted over the communities we represent. If accepted, it would increase aircraft noise to surrounding, traditionally overlooked communities due to congested airspace and complicated aircraft merging protocols. Accepting this proposal would make the quality of life more difficult for our constituents.

Today, our constituents face significant challenges in their daily lives. Our communities are routinely among the worst in the nation in terms of air quality and suffer life-threatening health consequences due to pollution. Currently, our constituents bear a significant aircraft noise burden from nearby Ontario Airport and John Wayne Airport. There are already numerous complaints from local residents in our communities about the loud jet engine noises they are subjected to daily, generally at very late or early hours of the day. To shift additional air traffic over this region in our congressional districts will impose significant hardships onto our constituents. The Federal Aviation Administration (FAA) must make a concerted effort to reach out directly to these families to properly evaluate the impact of these changes before making a final decision.

In conclusion, we write to request responses to the following questions at your earliest convenience:

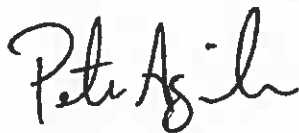
- What is the status of this proposal? Has the FAA reached out to impacted cities to discuss the impact this will have on the local residents? If not, is there a time frame to do so?
- Will the FAA evaluate the impact of an increase in overflights, noise, and pollution on local communities before making a decision? If so, how?
- What equity metrics does the FAA take into consideration when determining the rerouting of flights over large urban communities?
- What steps will the FAA take to address current noise concerns from the community arising from the increase in overflights over residential areas?
- What consideration does the FAA give to flight paths from other airports in the region when discussing the impact of LAX's proposed flight path changes?

We appreciate your assistance in this matter and look forward to your response. Please do not hesitate to reach out to me or to my staff member, Silvia Ruelas, at Silvia.Ruelas@mail.house.gov or 202-225-6161.

Respectfully,



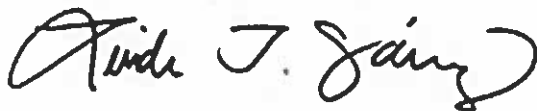
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Member of Congress



Pete Aguilar
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Ken Calvert
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